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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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PROCESSING COPY

COUNTRY Poland

REPORT

SUBJECT 1. Szombierki Coal Mine in Bytom (Beuthen) / Facilities and equipment, manpower, production, sabotage, accidents.
2. Hydroelectric Power Stations in Poland / Existing and projected. / Location and capacities.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

a. A report on the Szombierki Coal Mine in Bytom with sketch showing surface installations in the mine area.

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b. A report which lists existing and planned hydroelectric power stations and gives locations and capacities of the stations. The information, dated 1954 - 1957, has been made available to Army, Air, and Navy representatives in the field.

Distribution of Attachment (9 pages; 1 sketch):

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POLAND 28.10.57

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SZOBIRKI Coal Mine, BYTOM.

1. The SZEMBIRKI Mine is subordinate to the RZPW (RUDZKIE ZJEDNOCZENIE PRZEMYSLU WEGLOWEGO - RUDA UNION OF THE COAL MINING INDUSTRY) whose offices are located in Ul. ROSEWELTA in BYTOM.

2. The mine was constructed during the German times, but since 1945 the shafts have been extended from level 340 to level 510 and in 1956 work was started on extending the shaft to level 600 m.

3. The managing director of the mine is Eng. JABLECKI, a party member, Deputy director for economic matters was Dir. SMIERAGIN, 50X1-HUM 50X1-HUM Engineer in charge of all underground work was Eng. FRANASKI, party member, not a well educated man. Deputy to FRYSTAWSKI was Eng. CZJKA. Chief production manager on the surface: BAK, f.n.u., an old man. Chief production manager on I level: MAJSNER (Meisner). Chief production manager on II level: ADAMCZYK Gunther. Chief production engineer on III level: SAWARA f.n.u. Almost all the heads of sections were party members, the only exceptions were DIETMANN and BAK f.n.u. (but not to be confused with chief production manager who had the same name).

4. Chief engineer of level 340 was Eng. SUWALA. Deputy head of level 340: Eng. SZYMANEK, who for two years worked on level 510 in charge of low seams. He is Czech by origin and his wife is still in Czechoslovakia. In charge of shafts KRYSTYNA and EWA and other mechanical works connected with them was Eng. UDZIEL, not an expert at all. His deputy, who was in fact responsible for all the work: Eng. OCHMAN. In charge of surface work: Eng. ZANTARIUSZ. In charge of all transport for shafts 510 and 340: Eng. WEGIERKIEWICZ. The name of the engineer in charge of overall tranport was not known, but his deputy was ZULIGA, not an engineer.

5. The mine has the following levels:

180 m. at present exhausted.
250 m. at present exhausted.
340 m. in working condition.
510 m. in working condition.
600 m. in preparation for future production.

6. Labour: The mine employed approximately 6000 workers of which 2500 to 2700 were underground workers, approximately 2300 were surface workers including mechanical workshops and transport, and approximately 1000 office workers. The mine worked two full and one short shift. Maintenance and repairs were done between the short shift and the morning shift. The daily output from level 510 was approximately 3000 tons, which was made up of two shifts of 1200 tons and one shift of approximately 700 tons. The daily output from level 340 was between 2500 and 2800 tons. Total daily output was 5,500 tons. The thickness of seams varied from 60 cm. to 4 m.

7. Equipment: For low seams were used Schrim (?) Maschinen with auslegere (cutting knives from 1.60 m. to 2.20 m.) of English, German and American makes. For higher seams were used (rzenosniki pancerne) armoured conveyor belts, of Polish and Russian make. For transporting from pit heads were used rubber conveyer belts or vibrating troughs, air driven - three cylinder drillings. Drive - air and electricity. The newest type of electric motor for the drive was G - Z 3, 500 v, 5 kw. Eccentric, double handle, gear lever three phase. Driving shaft was a spring type. Air drive: types MED 2 and MED 3, one cylinder, and ZD 23 and ZD 29 two cylinder. At the level 510 there were approximately 30 armoured conveyors and another 10 were generally under repair. There were approximately 80 chain conveyors and 100 to 120 rubber conveyors. There were approximately 300 units for electrical drive and 200 units for air drive. There were at that level

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8 locomotives, 660 ventilators and 12 pumps of 3½ to 4½ cub.m. per minute. In the whole mine there were between 1900 and 2300 electrically driven rock drills and between 1500 and 2000 air driven rock drills. The maintenance staff on the equipment was rather poor. The locomotives were driven by direct current, 240 v. General repairs to locomotives were done underground, repairs to other equipment was done in the mine's own workshops, while units that could not be repaired there were sent to Main Repair Works for the EKM in WIRNY.

8. Expolsives. Explosives used in the mine came mainly from the pre-war KRUPP MILLS. The types of explosives used were:- dynamite, Wettebarbarite, carbonite, lignotite and retonite. Szombirki mine is a non-gaseous mine. On level 340 the pits were filled with sand, at level 510 ceilings were allowed to fall in and when this did not happen they were blown and collapsed deliberately.

9. Sabotage. There were frequent cases of sabotage in the mine. The action was on a small scale, but had considerable effect on output. The sabotage took the form of switching off main transformers, which stopped the work in the whole mine. In 1956 someone had placed on the high tension lines boxes of matches, a burning cigarette end and stuffed around these oil rags. The fire was spotted soon and sabotage discovered. As investigation brought no result no one was punished but from then on there were guards appointed for the periods between the shifts when workers were moving about.

10. Accidents. On an average there were 6-7 mortal accidents and about 20 serious ones per month. The accidents were due to the fact that the maintenance of the transport was very bad.

11. Between BYTOM and PYSKARY are located two barrack blocks of buildings occupied by Polish troops. Next to the barracks there is a training ground. Some of the troops at least are artillery as two AA batteries have been seen in the area.

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LEGEND to Sketch of SZEMBIRKI MINE.

1. Railway bridge from BYTOM - four lines. The bridge is of metal structure.

2. BYTOM railway station.

3. Ul. Dworcowa.

4. Locomotive shed.

5. Chimney stack, height 98 m, brick.

6. Boiler-house and power station for direct current. Accumulators were charged here, and from here there was a line leading to tram lines.

7. Road to LACIEBNIKI, paved, could easily take two lines of traffic. State of road surface - medium.

8. Road to SZEMBIRKI Mine, Bobrek and Zabrze. The road is same as in 7. It is in very poor state of repair on the sector between Szembirki and Bobrek.

9. Reinforced concrete bridge, railway lines go under the bridge, constructed during the German occupation. In 1955-56 the surface of the bridge was completely changed.

10. Bridge as in 9.

11. A bunker for cement. The bunker is linked with the mine by a narrow gauge line.

12. Despatch section (Expedycja).

13. Sports ground.

14. Sewage works.

15. Coal rinsing plant. This is one of the largest plants of this kind in Poland. Inside the rinsing plant is located two-line weighting machine. 15a: coal bunkers. The building is very large - in height equivalent to 5 storeys, built of brick and strengthened in the lower part with rails.

16. Conveyor belt from sorting plant to rinsing plant.

17. Sorting plant. 17a: Weighing machine of the sorting plant.

18. KRYSTYNA east and west shaft, four cages. The shaft goes to 340 and 510 levels. It is to be extended to 600 m. level.

19. Engine room for the steam engine for shaft EWA.

20. EWA shaft, reaches to 110, 130, 180, 250, 340, 510 m. levels. The shaft is not likely to be extended as the engine is old and can hardly cope with level 510. 2 cages.

21. Pater Noster. A plate chain conveyor for transporting timber. There are plates every 6 m. The chain takes timber to level 340. The chain is mechanised and takes 1700 - 1800 pieces of wood per shift.

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LEGEND (contd.)

22. Old boiler house, used for the shaft and for heating.

23. Chimney stack - brick.

24. New boiler house, a tall building with a clock illuminated at night and visible from the road outside the mine. 24a: The boiler house serves general purposes.

25. Power station, a large low brick building, housing three or four turbines with four sizes of blades.

26. Fire brigade, one fire engine (Polish 'Star' type). The fire brigade consists of 30 men who do continual duty.

27. Old sorting house, mechanical, vibrating type.

28. Cooling tower for turbines. Height 18 - 20 m. Construction: timber with metal frame.

29. Moulding shop for mine use only. Pouring is done only twice a week.

30. Timber yard. Here are stored approximately 300,000 pieces of wood varying from 2.20 m. to 7m.

31. Workshops for repair work and maintenance of the narrow gauge line rolling stock.

32. Electrical workshop.

33. Mechanical workshop; equipment: 3½ ton overhead crane, shaping machines, milling machine, 7 lathes, grinding machine and 5 machines for sharpening tools (szmyrgle).

34. Air compressors, one large (5800 rev.m., 6 atmospheres). The pressure down below is 4 atm. near the shaft and decreases to 2.5 in places located far from it.

35. Water pipe laid in 1950 of 650 mm diameter. The pipe segments are fixed with long screws which give when the pipe expands or contracts.

36. Carpentry.

37. Painting shop.

38. Store room for motors and metal equipment.

39. Electrical equipment store room. In charge, MATURA, f.n.u.

40. Carbide sote room. Carbide used here is manufactured in works situated beyond BOGDEK.

41. Store-room for fuels and lubricants.

42. Offices of the store house.

43. Iron store house.

44. Forge - one hammer (steam) of 600 kg. and one, electric, 1,200 kg.; there are 11 stands in the forge. 44a: Welding shop, six electric welding stands and some ordinary.

45. Brick works, old type.

46. Hostel for workers, 5-6 storey white brick building

47./

LEGEND (contd.)

47. Locomotive shed for four to six locomotives. Here were also done repairs to locomotives.

48. Briquettes factory producing 4-6 wagons (22-24 tons each) of briquettes per day. The works are half mechanised. The work was in two shifts. Some parts of the works were operated by steam and some by electricity.

49. Repair workshops for 48.

50. A large pond. Here was pumped water from the 340 level where the base was sand filled. The pipes to this pond were installed after the war. The lay-out of the pipe is not known. The outlet is shown on the sketch.

51. Locomotive shed next to Shaft 5 (Sommerschaft).

52. Sommerschaft, known officially as Shaft No. 5. Depth 180 m. From here ran large diameter pipes inlaid with special brick to the base in 340 level. The shaft is in operation until the new one will be completed.

53. Bridge embankment for sand-wagons. Here are tipped out daily approximately 4000 tons of sand.

54. Shaft 4 (GEBAUER). Depth: 250 m.

55. Two large residential blocks of houses four storeys high.

56. A very large, 6 storey high residential building for workers from Huta Bobrek, built of off-white brick.

57. Bobrek railway station, two lines for passenger traffic and two for goods traffic.

58. Bridge to power station. Concrete structure reaching over four railway lines. Capacity 5-6 tons.

59. Bobrek mine.

60. Coal conveyor belt from Bobrek Mine to power station.

61. SZEMBIRKI power station. 61a: boiler room. 61b: turbines, steam, constructed in Germany. In 1956 new turbine was installed together with a new boiler, both were made in Sweden. 61c: offices of the administration of the Power Station. 61d: electrical equipment and transformers.

62. Metal masts of approximately 20 m. high, carrying 6 high tension lines, the two top ones of which are negative and the four lower ones positive. The lines go in the direction of KATOWICE - GODULA.

63. Six wooden cooling towers with metal frames, similar to that in 28.

64. Three chimney stacks, seen from afar, height 105 m., 98 m. and 95 m.

65. Pond and cooling towers.

66. High tension lines to SZEMBIRKI mine.

67. Points at which power lines are exposed for the purpose of control.

68. Miners settlement, 560 small houses, constructed after the war (1946-48).

69. Metal bridge on reinforced concrete pillars - not for/

LEGEND (contd.)

7 not for road traffic. Over the bridge runs one narrow gauge line to Bobrek.

70. Tunnel for power cables going under the railway line - there are 16 lines laid in the tunnel, which also contains telephone and other wires. Normally the tunnel entrances are opened and not guarded.

71. Timber yard of BYTOM town.

72. LAGIERNIKI Mine. One large shaft can be seen from a distance.

73. Railway embankment. Here railway line is being laid to the main shaft. Half of the line was completed in summer 1957.

74. New shaft under construction - BOLKO. In August 1957 the shaft reached the depth of 120 m. The planned depth is 340 m. The shaft will have one cage only. At present the construction is temporary. Structure of the shaft is a normal metal structure with brick walls.

75. Halda - coal dump. The coal is brought over the line built 25 m. high. There is in this area as a rule not less than 1500 tons of coal, which is the mine's reserve.

76. Administrative offices of the Szembirki Mine.

77. Administrative offices of the Szembirki Mine.

78. Markownia - an office where workers were issued with work tickets for the shifts. Different shifts had different shaped tickets.

79. Bath.

80. Miners' school.

81. Church.

82. Four large-four-storey high blocks of residential houses, used as hostels for workers.

83. Store house for mining machinery.

84. Bunker located 36 mm. underground. The bunker had been covered with earth and only the entrance to the tunnel leading to the tunnel which is located outside 77 had been left open. On the top of the bunker there is being built a building which will contain saving equipment.

85. Water works, next to it is located a basin of approximately 20 m. in depth and 12 m. in diameter.

86. Accounts office.

87. Union offices (Cechownia), technical offices. 87a and 87b: Heads of different departments in the mine; 87c: Chief Engineer FRANASIK's office; 87d: Chief Production Manager's office (HAK).

88. Factory guards - rings indicate permanent points where there are usually posted guards.

89. Water monitors - for water used to wash sand down into base of the 340 level.

90. Water pumps.

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Hydro-electric power stations.
(1954 - 1957)

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1.

"Warszawskie Biuro Projektow Silowny Wodnych" - the Warsaw Office for the Planning of Hydro-electric Power Stations - situated at Ulica Krucza No. 6/14, Warsaw.

2. Until Gomulka came to power, this office was under the "Ministerstwo Energji Elektryczne" - Ministry of Electricity - but was then placed under the Polish Ministry of Mines.

3. The head of the office was an engineer named Roman URBAN 50X1-HUM but he was later replaced by another engineer, Mieczyslaw ZUBINSKI. 50X1-HUM

4. The function of the office was:
i) to direct the repair and rebuilding of old hydro-electric plants,
ii) to investigate the possibility of using the waters of rivers or lakes for new power stations,
iii) to draw up and develop plans for new power stations.

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7. following details of existing or planned hydro-electric power stations: 50X1-HUM

i) BRDA-KORONOWO on the river BRDA North of BYDGOSZCZ,
capacity 20 megawatt,
under construction, expected to be completed in ca. two years.

ii) DYCHOW, near ZIELONA GORA on the river BUBR, South of KROSNO ODRANSKI,
capacity ca. 50 megawatt,
rebuilt after the war, now in operation.

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7. iii) BRZEG DOLNE on the river ODRA, near WROCLAW,
capacity ca. 7 megawatt,
has been in building for the last seven years, but is still not finished.

iv) NOWA HUTA on the river WISŁA,
capacity ca. 4 megawatt,
built after the war, now in operation.

v) PORONBKA near ZYIEC on the river SOLE,
capacity ca. 9 megawatt,
built after the war, now in operation.

vi) ROZNOW, by an artificial lake, on the river DUNAJEC,
capacity ca. 30 megawatt,
built by a Franco-Polish firm before the war, destroyed during the war, now almost rebuilt.
just below this plant, and linked with it, there is another at

CZCHOW, by another artificial lake,
capacity ca. 5-6 megawatt,
construction very recently begun.

vii) SMOKALA on the river NERDA, West of BYDGOSZCZ,
capacity unknown but small,
built by the Germans during the war and later destroyed by them; now rebuilt.

viii) SOLINA on the river SAN,
capacity ca. 30 megawatt,
under construction, only recently begun, date of completion unknown.

ix) MYCZKOWCE on the river SAN,
capacity ca. 8 megawatt,
under construction, expected to be completed in 2 to 3 years.

x) WARSAW, near WARSAW, on the river WISŁA,
capacity unknown, but a large plant,
the plan has been approved, but as far as is known building has not yet begun.

xi) WŁOCŁAWEK, on the river WISŁA,
capacity unknown, but it will probably be a very large one,
plan approved, but building not yet commenced.

xii) CZORSZTYN on the river DUNAJEC,
capacity unknown, but probably only small,
plan under consideration, not yet approved.

xiii) DEBE WIELKIE near SEROCK at the confluence of the rivers BUG and NAREW,
capacity unknown, but it will probably not be a large plant,
plan drawn up, but not yet approved.

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